UNIVERSITY LINK LIGHT RAIL

Potential early University Link opening

FACT SHEET

SEPT 2013

Potential early University Link opening

- U-Link construction extending light rail service from downtown Seattle to Capitol Hill and the University of Washington is going very well.

- As our quarterly updates to the Board have shown:
  - The $1.95-billion project currently is just over 75 percent complete, and trending more than $100 million under the approved Project Budget
  - University Link's Revenue Service Milestone remains at September 24, 2016 as originally planned, with approximately six (6) months of "float" in the project-wide schedule.
  - The construction phases posing the highest risks to the original schedule (twin tunnel mining and station excavation) are behind us

- Sound Transit is investigating the feasibility of opening University Link service earlier than the planned September, 2016 date.

- How are we doing this:
  - Sound Transit has asked its major remaining contractors for feasibility and cost proposals to open U-Link service early.
  - Opening early would require continued close coordination among the two civil contractors building the stations and the follow-on systems contractor installing the power, communications and fire/life/safety systems necessary to operate the system.
  - It would also require continued coordination with our partners at King County Metro, the City of Seattle, the University of Washington, and our funding partner the Federal Transit Administration.

- Exactly how early the system could open and at what cost is still to be determined.

- Sound Transit expects to know more detail about these factors by the end of the year.

- Staff will bring a recommendation concerning an early opening to the Sound Transit Board for direction before proceeding.

FACT SHEET

SOUNDTRANSIT
RIDE THE WAVE

- Q: Would the work to lower Pacific Avenue and connect the University of Washington campus area to the UW Station pedestrian bridge be complete if the system opened early?
  A: The UW work is scheduled to be complete by mid 2015.

- Q: Could the S. 200th extension also open early?
  A: The S. 200th construction is just getting under way. Its scheduled opening of 2016 is not part of the review.

- Q: Why is there so much float in the schedule?
  A: Sound Transit built appropriate time into the schedule to address the many risks associated with building 3.15 miles of twin tunnels in an urban environment. Thankfully, contractors completed those high-risk activities with very few of the delays that can accompany heavy civil and tunnel mining jobs.

- Q: So what's left to do?
  A: At the University of Washington Station, the major concrete work is finished and contractors are now installing the HVAC, electrical, plumbing, sprinkler and communications systems. The elevators and escalators are also being installed. At Capitol Hill station, contractors are still placing concrete for the superstructure and installing waterproofing. When that is complete, finish work similar to what is being done now at UW will proceed. Inside the mined tunnels and both stations, our system contractors will continue installing the track, power, communications, fire/life/safety and other systems necessary to operate the line including upgrades to central control at the Link Operating and Maintenance Facility.

- Q: How close to complete are the two stations?
  A: University of Washington Station is nearly 80 percent complete and Capitol Hill Station is about 25 percent complete

- Q: Why is Capitol Hill so far behind University of Washington Station?
  A: Station construction at Capitol Hill could not begin until all of the tunnel mining activities were complete at both ends of the station. At UW, station contractors were able to work at one end of the site while mining activities took place at the other.

- Q: When will ST be able to make the Capitol Hill Station sites available for redevelopment if the system opens early?
  A: At this time, we plan to make the sites available in March 2016. Our goal remains to facilitate development of the sites as soon as possible after they are no longer needed for construction and system testing.